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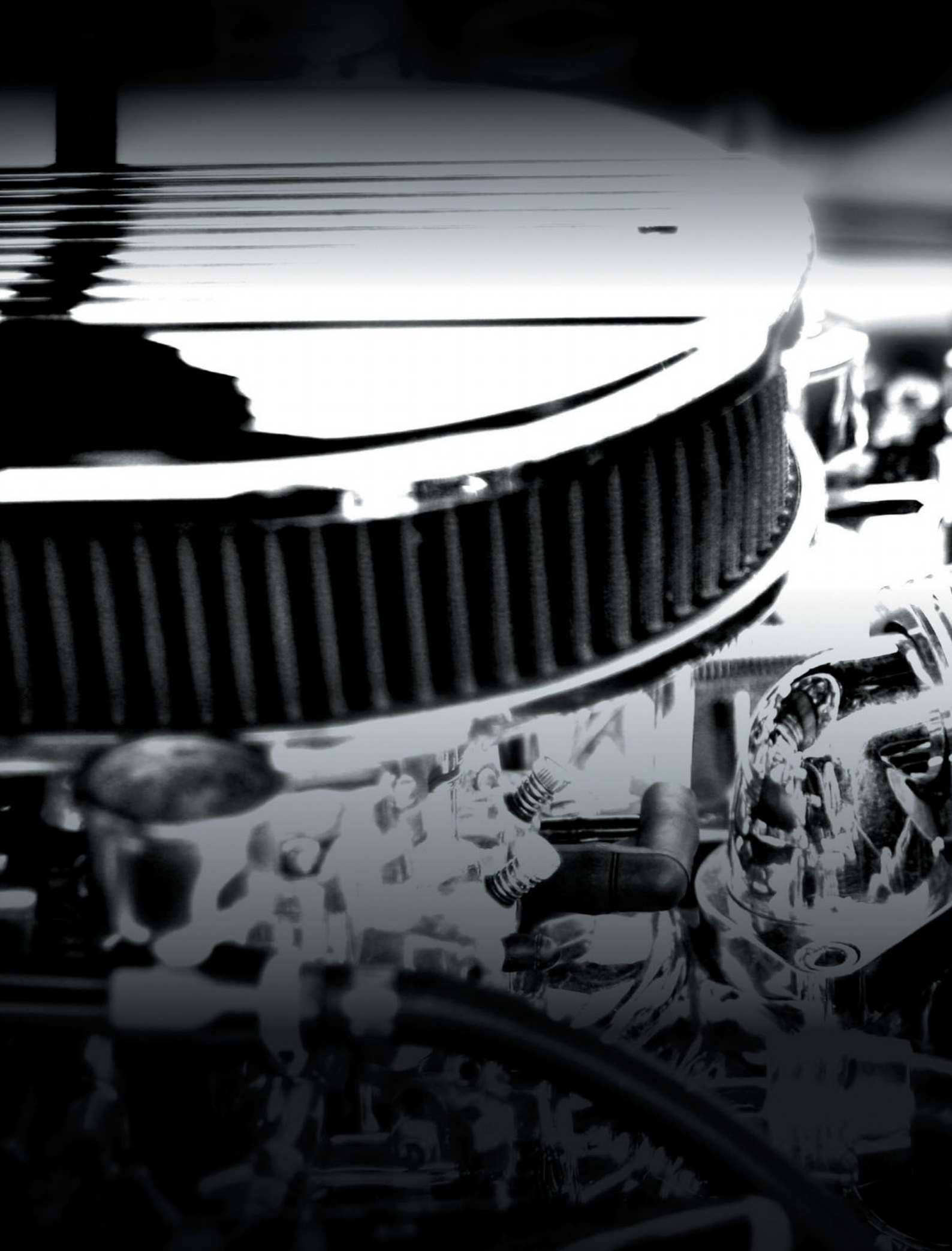


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# Mal Wood Automotive

## ABOUT MAL WOOD AUTOMOTIVE

• Mal Wood Automotive is an Australia wide achiever in the manufacture and supply of automotive transmissions, associated parts and driveline conversions.

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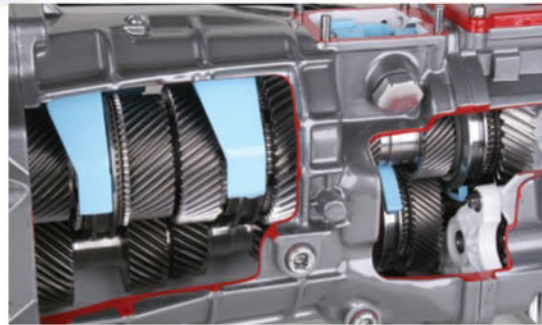
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# Mal Wood Automotive

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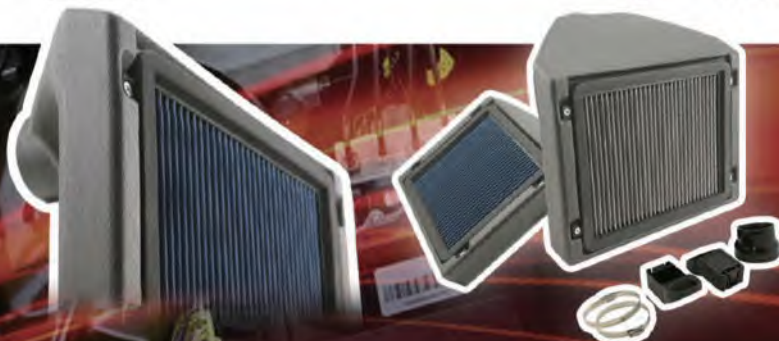
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## COVER CAR

### 026 HATE BAIT

If you're a Ford lover, steer well clear of this Calais

#240

# street COMMODORES

## 026



## STREET SCENE

### 036 CLUB DAYS

For VN SS lovers the sight of this cruise might have been too much to take



## 036

## REGULAR FEATURES

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- 014 SMOKE AND MIRRORS
- 016 IN THE BUILD
- 018 SC TRUE ENTHUSIAST
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- 082 NEW PRODUCTS
- 098 NEXT TIME AROUND



## 060





092



068

## FEATURE CARS

### 044 JEKYLL HYDE

The transformation of Todd Arnold's VY SS, in his own words, has been "a Jekyll and Hyde scenario" – except less murderous and destructive!

### 052 THE CORRUPTOR

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### 060 THE PROFESSIONAL

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### 68 JAILBIRD

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### 92 IMPROVED PRODUCTION

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052



044





# MORE OR BETTER?

**T**he focus of the car scene seems to go in cycles. For a few years the priority will be on the quality of the finished product with car owners and workshops doing their best to build something properly, rather than just build it to finish it. Before long though, the pendulum inevitably swings back to quantity, where having more of something is more important than how well the job has been done.

This theory could once best be witnessed in the to-ing and fro-ing of the show car scene where the importance judges place on quantity when picking which of two points-identical cars should win out. Since the demise of shows like Autosalon where the focus was almost solely on the 'how much' of something a vehicle had, the show scene has improved and very nearly standardised in many of the biggest shows around the country. That's a good thing and despite the subjective nature of the act of judging it's probably as good and as fair as it's ever going to get.

There is a better example though. Horsepower. Ask yourself whether you'd rather the best quality possible engine build imaginable or the one that made the most power. There's no correct answer but it's an interesting thing to think about, especially when you ask enough people and find that it's far from roughly split down the middle as you might imagine. Plenty of people want the most horsepower possible for the amount of coin outlaid while others want things done properly and will sacrifice outright

grunt for that all important longevity and reliability, but from my listening and reading, we seem to be in the age of quality right now.

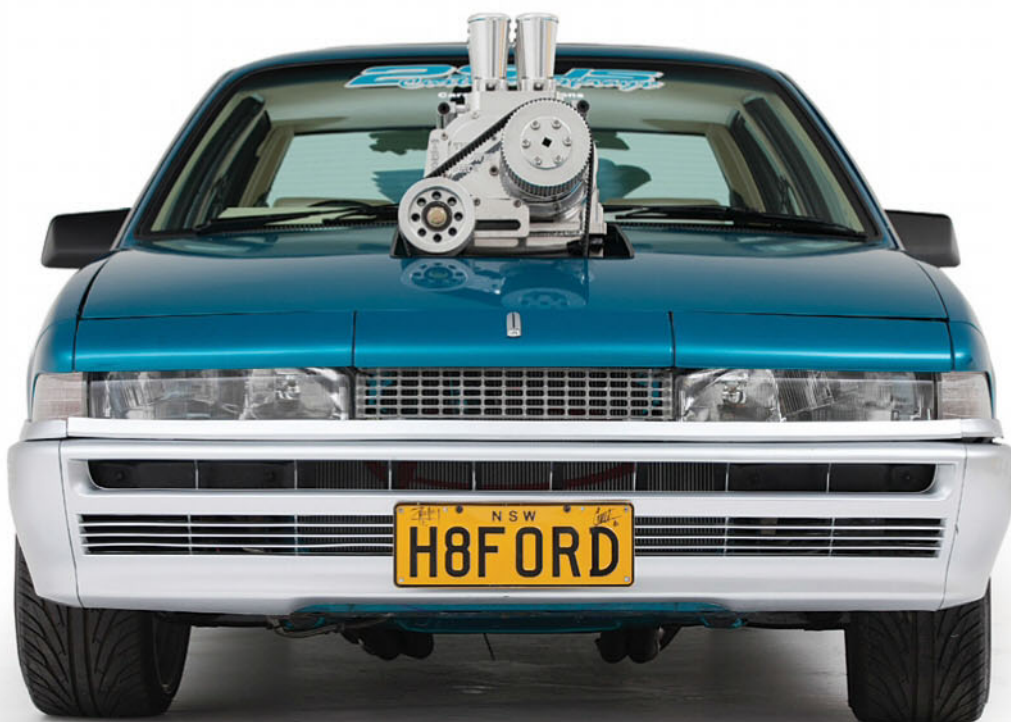
For a given budget, let's say \$10,000 including parts and labour, what would you build and how hard would you lean on it when it came to tuning? You can buy stroker kits for Holden V8s for well under \$1000 if you look but would you be happy with the end result? Would you feel better about making 350hp instead of 400hp if you knew it would last five times as long?

A lot of this comes down to personal preference but when you have magazines, manufacturers, YouTube and Facebook constantly telling you how much power one engine is making over another you could be forgiven for letting the focus shift away from how good it is and onto how much it makes. We're guilty of it every issue with the numbers in each car feature telling you what the cars make, either at the engine or the wheels.

It's our job to show you quality cars and give you some insight into how they came together from start to finish, not just tell you a number that may or may not have come from a happy dyno or even the owner's imagination. With the overwhelming number of people telling us they'd rather their engine was built right than made the most power, it seems our focus might need to shift as well.

**See you next issue,**

**Adrian**



## street COMMODORES 240

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# CHEWING THE FAT

## - CHUBBY

It seems every column I write, I'm writing about how things are changing - how the scene is changing, how the market is changing and more. Well, 2015 is a year of change for Lowe Fab' too, and the good news is that we're growing. I started the car parts side of the business by doing random stainless fab' jobs for mates years ago - a catch can here, a radiator cover there and, if I was feeling particularly generous, an exhaust system or intercooler piping.

The opportunity came up through a mate with a CNC mill (Andrew at Bliss Custom Machining) to develop a range of parts and we started with some basic stuff; billet strut tops for first gen' Commodores and brake master cylinder brackets. We added a product here and there in the early days and sold stuff mainly through word of mouth and at car shows. It was a really simple business model - Andrew sent stuff to me, I sent stuff out from the workshop after hours and things ticked over.

Then we started getting serious.

Our product line started growing more rapidly as we realised different voids in the market and filled them. We invested in an online store and started

pushing our stuff through Facebook and through various car magazines. Our customer base grew, word of mouth sales grew and before I knew it I was having boxes upon boxes of parts arriving every week from Bliss, and my receptionist was spending a solid two days a week mailing parts out just to try and keep up with the orders!

The other side of my business is stainless steel fabrication for shop fitting a hospitality, and of late that's been demanding 15+ hours a day from me and my team which means I haven't had time to do the basic things with the business - reply to emails, even take phone calls which is terrible, because I usually love to have a yak with a fellow enthusiast about what they're building and how we can help.

So I fixed the problem. I reached out to a mate and, after months of pursuing him and plying him with bourbons I've convinced him to jump ship and manage the car parts business for me. In fact if you're a long time reader of Street Commodores then you probably know him. Andrew 'Broads' Broadley is going to be the friendly voice on the other end of the

workshop line and the bloke replying to emails going forward, which I'm hoping is going to free me up to oversee the bigger picture and focus on developing some cool new stuff, too.

Broads has been a long-time customer and a good friend of mine. He's been hanging around the traps for years and I've helped him with his touch LC GTR, and he's lent a hand on more than a few projects around the shop, too. He's the best bloke for the job without a doubt, and I'm looking forward to having him as a part of the team and allowing us to keep surging forward.

If you've ever waited patiently for a reply to an email, tried unsuccessfully to catch me on the phone, waited for us to restock parts or generally supported us and helped us get to this stage then a heartfelt thank you is in order, as we wouldn't be here without you.

The other good news? I've expanded my inventory of skilled, handsome workers around the place. Word is slowly getting out that I've gone in to partnership with Aaron Gregory, so we might as well lift the lid on that

project as it's been stewing away on the backburner for a few months.

Aaron has brought his tools, his skills and his customer base from his previous residence at The Chop Shop. Laurie's tragic passing in 2014 stole a really great bloke from us all, and spelled the end of The Chop Shop as we knew it. Hit hardest by the news Aaron took a few months sabbatical, and when the time came for him to pick up the tools again it just so happened that I had an empty factory he could base himself out of. We aren't looking to emulate The Chop Shop, just ensure that the projects that started life there can be seen through to completion.

With the last of the existing Chop Shop builds completed we'll reassess. Building custom cars has always been my dream and with arguably one of the best fabricators and car builders in the country now working with us that dream has never been more real.

Keep an eye on the Lowe Fab' Facebook page, we'll be uploading heaps of cool content up there! **SC**





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# street COMMODORES IN THE BUILD

## MAKING GOOD

**T**here are some dodgy operators in the scene – some who have taken car owners to the cleaners for tens of thousands of dollars worth of labour and hardware. Worse, for guys like Scott Van Loon, they've also been left with a vehicle that is practically worthless.

"With Wayne (if you need to know his full name, you probably already do) ripping me off with turning Rattler into a show car and leaving me with an abortion, I decided to turn the car into a dedicated drag/burnout car," Scott says, trying to turn a bad situation around.

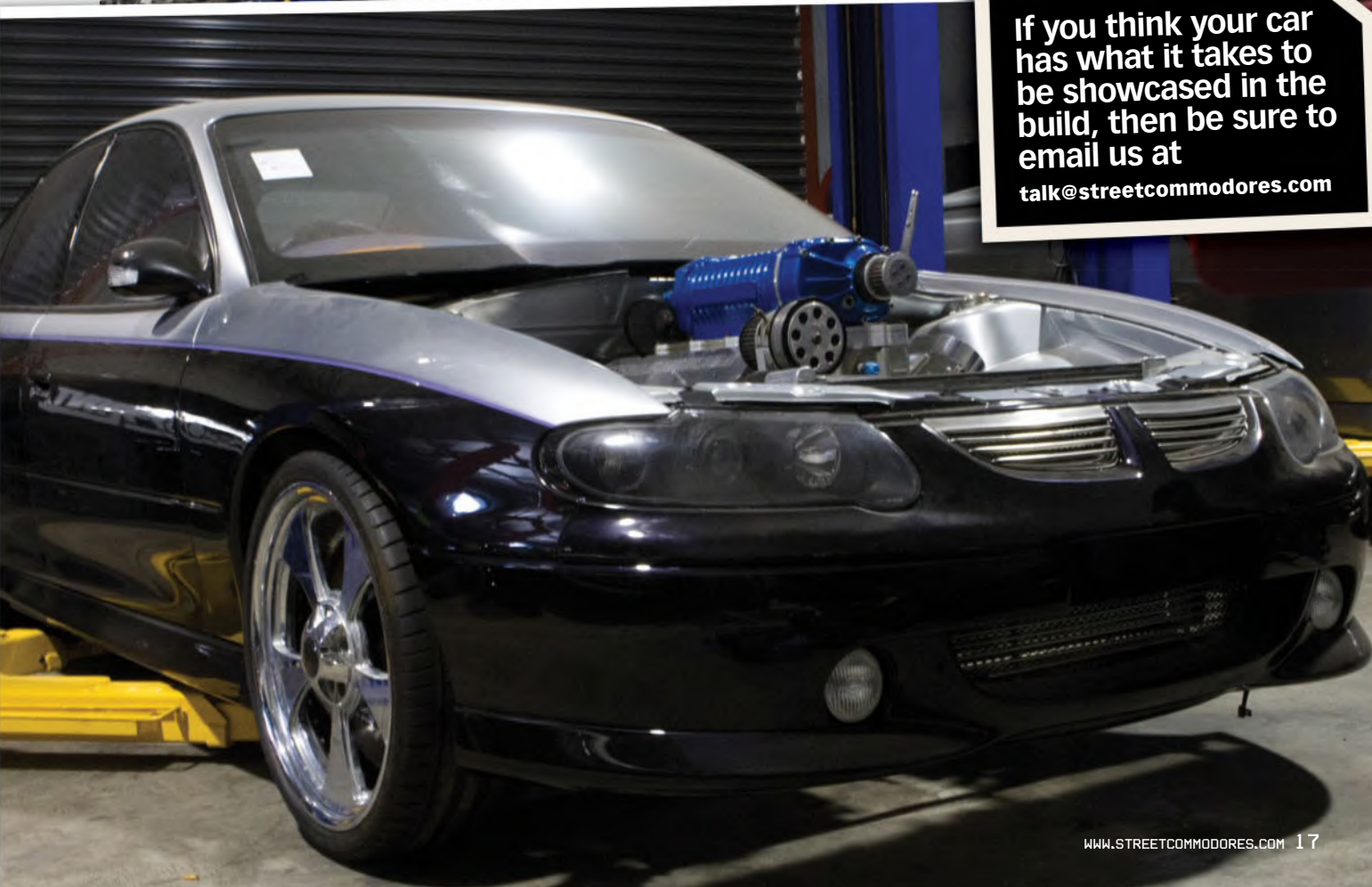
Another car owner who got dicked by the same 'builder' was Hutcho with his VX SS. Ultimately he was able to finish his car and ALTERD graced the cover of Street Commodores a few years ago. "Because he's moving over to Thailand, he wanted to sell his VX to someone who will finish her properly and look after her," Scott says, the new owner of the car.

RATTLER (the blue one) is now in Scott's home shed after Jamie from ET Chassis & Race Cars built a new cage and rear end for it. RATTLED (the renamed ALTERD) is now happily ensconced at Enhanced Automotive in Adelaide where Brad is fitting a new sheet metal 9in as well as transplanting the engine from RATTLER, including the blower (see pics). The VX will be staying like this for around 12 months before more major works are completed, such as a new interior and sound system by Inside Rides.

RATTLER is copping a whole new driveline, with a massive 632ci BBC and 14/71 supercharger! Scott tells us RATTLER is a ways off yet, but the VX will be debuting at Gazzanats Darwin in July and also travelling out to the Red Centre Nats in September. **SC**







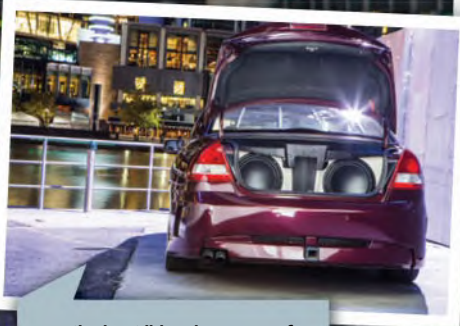
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# street COMMODORES

SCOTT PARKER



Pop the boot lid and you come face to face with two kidney mashing 13.5in subs in a custom enclosure



**W**e love it when Commodores walk it like they talk it. Given the ever-tightening stranglehold of ADRs and try-hard highway patrol officers, it's no wonder most modified car enthusiasts resort to relegating their pride and joy to weekend duties, choosing instead to roll around town performing more mundane tasks in a boring, under-the-radar daily.

30-year-old Victorian Scott Parker likes to live dangerously, though. He

drives this wild metal flake genuine HSV VY Senator every day and loves how it turns heads. "I bought the car four years ago," Scott says. "It's a 2002 VY Senator Signature, build number 31. I wanted a tough street car that I could drive every day and turn some heads."

"It's my every-day car that I drive to work every day, rain hail or shine. Plus I take it out most weekends cruising the streets of Melbourne and take it to as many shows as possible."

Scott lowered it into the weeds and fit a set of HSV Pentagon 20in rims the first week he had the car, which is

when the bug bit hard and the modification list started to grow rapidly. "I took the car to SASS Automotive and had a MAF-less tune and OTR fitted," he says. "Then I got a full exhaust fitted and took the car to Raceshift Automatics and had the auto' rebuilt with billet internals and a 'stage-2' kit, and the diff' was rebuilt with 3.9:1 gears."

It's not all about power for the VY either, as you can instantly tell by the awesome chunky custom "Berri mix with purple and pink ice pearl". "I went to see my friend Tom who did the amazing install on the car with a Pioneer double-DIN head unit, Diamond

Audio Hex-series 6.5in front splits and 6.5in rear speakers," he says "There's also a pair of JL Audio W3 13.5in woofers in the boot with a Precision Power 3000W rms monoblock amp' and a 4x600W rms 4-channel amp."

"I must thank Dave at Wallstreet Kustoms for all the time and hassles on my car, Mark Sass at SASS Automotive for the tune and OTR, Bek at Trik Trim for the interior, Tom for the stereo install, Craig at 2DIE4 Bodyworks for the amazing paint job, Joel at Street Image Customs and Lockie (aka ONDUBS) and Ben (aka OFNDER) for all their help over the years." **SC**



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# ON THE STREET

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## HOLDEN CONCEPTS ON SHOW

Holden fan or not, it's almost impossible to deny the talent that the Holden design teams have shown over the last five decades. Vehicles like the Hurricane and GTR-X Torana concepts showed incredibly forward-thinking styling and that the company's bosses allowed the team the time and the money to realise these concepts remains a remarkable part of our motoring history.

Some of that history is now on show at the national Gallery of Victoria as part of its 'Shifting Gear' exhibit which celebrates the design and innovation of the Australian automotive industry. You can go see it until July 12, 2015.

"The exhibit provides us a wonderful opportunity to showcase these fantastic vehicles and, in turn, the incredible design talent we have at Holden. It also gives the Australian public a unique opportunity to

see these world class vehicles up close and personal in one place," says Holden's director of communications Sean Poppitt. GMA design director, Richard Ferlazzo said the cars on display were a testament to the automotive design talent in Australia, past, present and future. "The exhibition features some very important cars in Holden's design history," he says. "The very first Holden concept, the Hurricane and the subsequent GTR-X Torana, demonstrates how forward-thinking our designers have always been, and that is something still at large today, as evidenced by the concept of the Buick Avenir".

Holden has installed four exhibits in the show, including the aforementioned Hurricane and GTR-X as well as newer examples including Effigy and a 2015 full-size clay model of the award-winning Buick Avenir.



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# GOVERNMENT BACKFLIPS

Just after we brought you news of the government's decision to pull its \$500million funding for the automotive industry and the AAAA's recommendations on what the feds should do instead, the Abbott government went and back flipped on its decision. Nothing ground breaking there.

However, the AAAA (Australian Automotive Aftermarket Association) isn't entirely happy with this decision either. Given the organisation's aftermarket leanings – and the fact that the government will be essentially providing \$500million in funding to an industry that no longer manufactures here – the AAAA believes the whole thing was little more than a stunt to "derail the current Senate enquiry into the future of automotive manufacturing in Australia".

"The Abbott government knew it had no chance of getting the ATS amendment bill through the Senate so 'announcing' that they were withdrawing the bill doesn't change a thing."



The AAAA comments further in its April edition of Australian Automotive Aftermarket magazine, "While the industry minister might believe this announcement is good politics, what he has failed to take into account is the political backlash that he

and his colleagues will face at the next election if the Abbott government sits by and does nothing, as a 'tsunami' hits our automotive manufacturing sector and our economy over the next two years, with the estimated loss of between 30,000 and 40,000 jobs".

# CAMARO TO OUTPERFORM MUSTANG

Gm's North America president Mark Reuss is one confident chap when it comes to the forthcoming 2016 Camaro. With the new-model Mustang doing very well with motoring writers all over the place, the company must have some good gear hiding under the skin of the sixth-generation pony car.

Well, for a start, GM has already said that the new Camaro will be some 90kg lighter than its predecessor and Reuss has said recently that the car will be faster and more agile – and more efficient – than the Ford. He reportedly made the claims after he drove both cars back to back.



Some of this weight loss will come through the use of aluminium and composites for some components, but not much else is being said about the car just yet.

All we need now is for the company to announce its intention to release the car here in Australia to compete against the Blue Oval pony car.

## Drive to the track and run a 7!!!!!!



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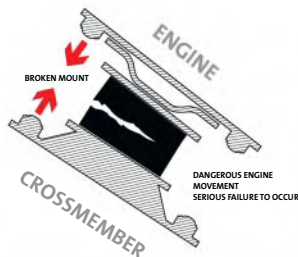
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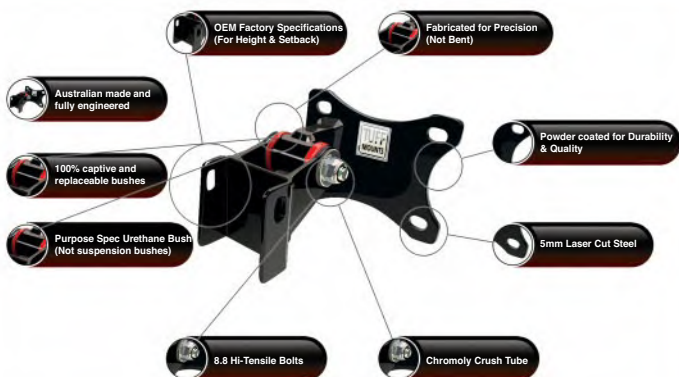
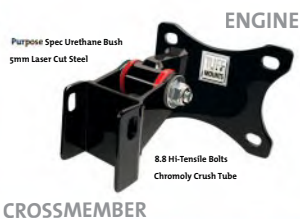
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# HATE BAIT

WORDS: JASON ROUND  
PICS: ERIC TANG

IF YOU'RE A FORD LOVER, STEER WELL CLEAR OF THIS CALAIS





You can look at a paintjob like this and know straight away it's a 2SUS jobbie





## VLS BUILT TO THIS STANDARD DON'T LAND ON OUR DESK EVERY DAY



**W**e've seen many a provocative plate here at St Comms, but surely this has to take the cake. If you're Blue Oval fan, this is your kryptonite. It's got the balls to back up the big talk as well, currently putting out well over 500hp at the back bum with a measly 8psi running through that blown LS3.

Fencer Adam Hodge (31) is clearly a Holden fan, and there are few models as iconic as the humble VL. It's hard to believe this 1986 Holden VL Calais was made all those years ago. No doubt many of you have equally impressive memories

of all kinds of mischief created in something just like this, but we can also assure you you've never seen a VL quite like Adam's either.

The biggest draw is that literal tower of an engine. It rises from between the strut towers like a supercharged Eye of Sauron, polished trumpets announcing its performance intent wherever it goes... and go it does.

The blocks been completely worked from top to bottom, including all the relevant testing and blueprinting for the internals to follow. The head's received a port and polish and can now flow 1000hp. But the block and head are only half of the monstrosity. Making up the rest is a The Blower Shop



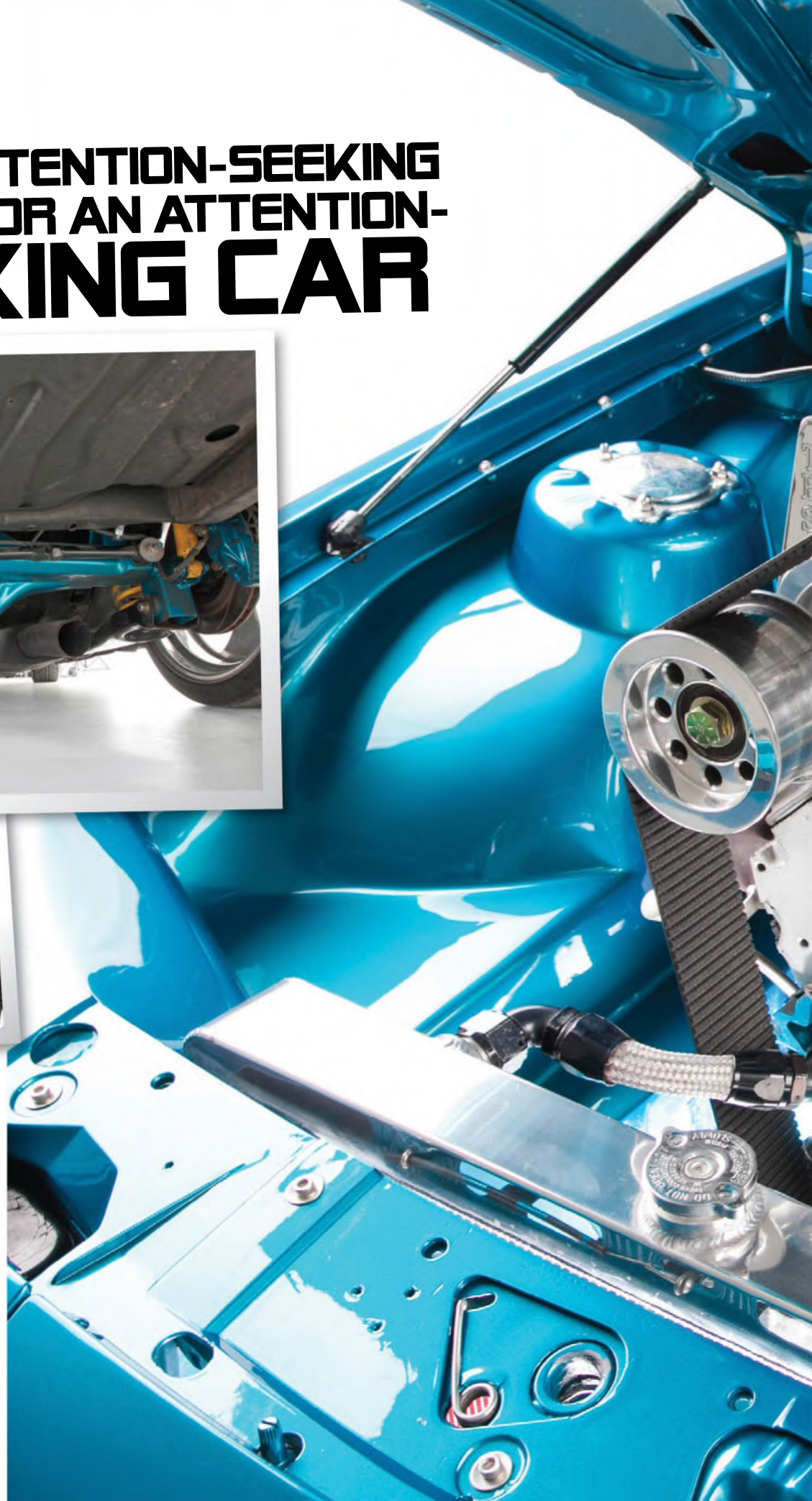


# IT'S AN ATTENTION-SEEKING COLOUR FOR AN ATTENTION-SEEKING CAR

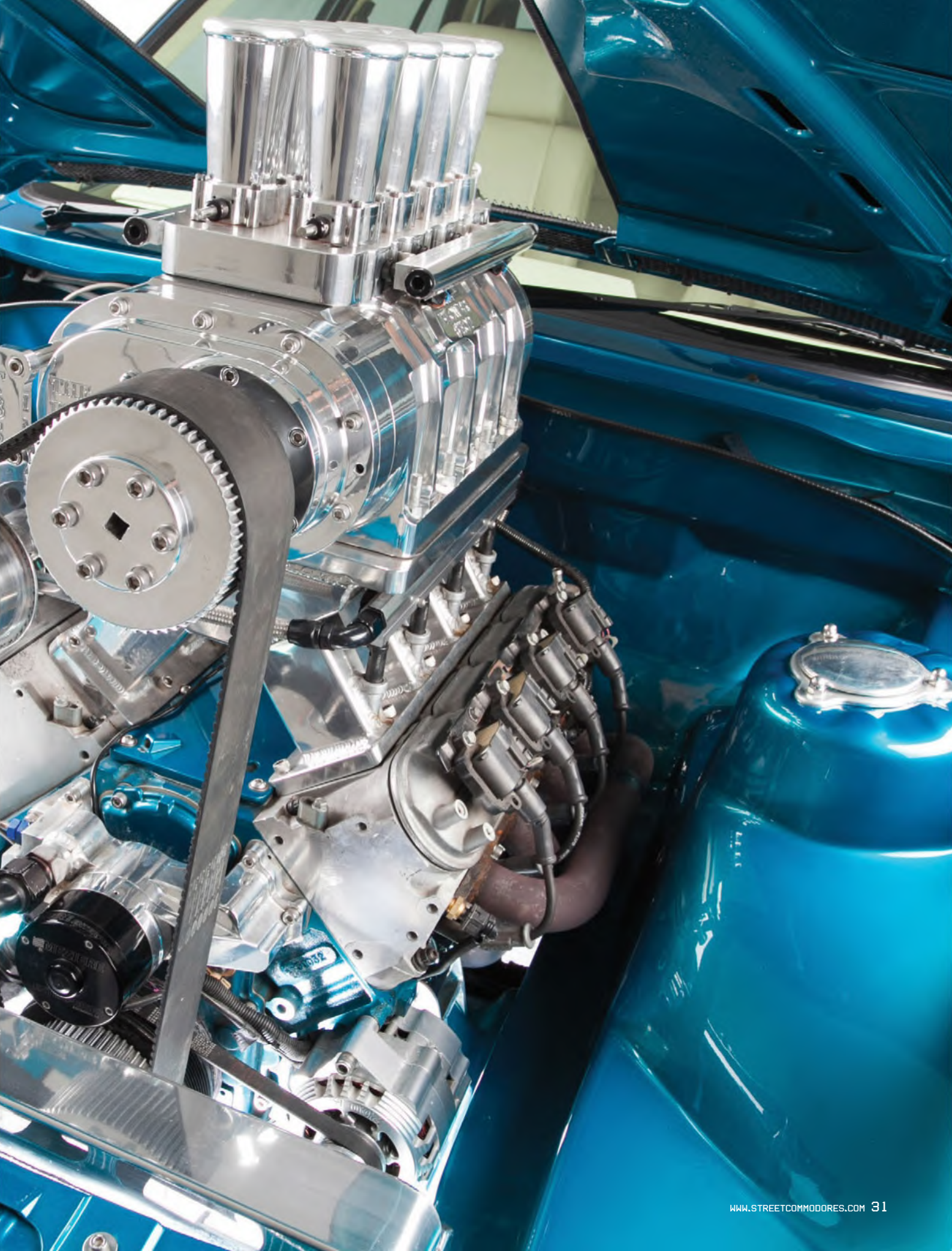


supercharger and BG Engines inlet manifold for the kind of whine only something giving birth could come out with. Holed up, smoothed and cleaned of all wiring, there are few engine bays more beautiful.

The other eye-clincher is the paintwork. You can look at a bold metallic colour like this and almost instantly know it's the work of the team down at 2SUS Custom Resprays. The Sydney boys have built up a real rep for this kind of immaculate work, the custom teal here popping under our studio lights and the sun outside. It's an attention-seeking colour for an attention-seeking car – if those plates hadn't already given it away.











Creamy and plush –  
Just the way we like it



How's that for a tower of power?  
The blower's running only 8psi,  
but it still makes for 520rwhp



Inside it's a classic VL interior with Walky seating frontside and a full re-trim in cream leather by Sewtime Interiors. This is not the kind of living room you want your kids crawling over, even though Adam's do love the car. There are the relevant Auto Meter gauges and a shifter that should give some clue as to the built auto that runs underneath making for butt-puckering launches courtesy of the 4000rpm Dominator.

King Springs are matched to Koni shockers below. The popular VE HSV calipers by AP Racing are used all 'round and mated to dinner plate-sized rotors both front and back. It's pretty funny to think the rotor diameter now isn't far off the stock wheels' total circumference, but that's no concern thanks to the new rollers.





**THE BIGGEST DRAW IS THAT LITERAL TOWER OF AN ENGINE. IT RISES FROM BETWEEN THE STRUT TOWERS LIKE A SUPERCHARGED EYE OF SAURON**







The 20in Show Wheels V Rods are big, billet and proud. Just like the rest of the car, you can't help but stop and stare, getting lost in that immense dish at the back. Minutubs by Elite Fabrication make it work, with Elite tackling basically all fabrication throughout.

VLs built to this standard don't land on our desk every day, nor ones with such a tongue-in-cheek approach to stirring the Ford-vs-Holden pot. As for what the Blue Oval boys think, Adam doesn't know. For some reason they're always stick in his rear-view.

Thanks: "My partner Ashlee and kids Brayden and Braxten, the 2SUS



boys Bas and Fuf for the paint on the car, Mick from Sewtime for the trim, Nath at Elite Fabrication for all the fab and everything else on the car, and all the boys, Roser, Tony, Adam S, Dwayne, Stooge (Hubibi) for all their efforts on the car." **SC**

## NITTY-GRITTY

### ENGINE:

376 LS3 eight-cylinder

### PERFORMANCE:

520rwhp

### ENGINE HARDWARE:

Block machined, balanced, chemically cleaned, blueprinted and bored with crack-testing. Comp Cams retainers and springs, ported and polished head, Kings mains and rod bearings, Callies rods, Howard custom grind camshaft (hydraulic), Comp Cams lifters, Trend pushrods, Rollmaster timing chain, ARP stud kit, Mellings oil pump, PWR custom radiator, custom oil pan, MSD leads, LS1 harness and computer, BG Engines billet inlet manifold, TBS blower (8psi), 70lb injectors, 1 7/8in into 2in headers, 3.5in custom twin lay-out exhaust system with Hooker mufflers, battery relocated

### DRIVETRAIN:

Turbo 400 gearbox, Dominator

stall converter (4000rpm), 9in shortened and braced diff (full spool, 4:11)

### BRAKES/SUSPENSION:

King springs and Koni shocks, 365mm rotors front with VE HSV AP Racing calipers, 330mm rotors rear with VE HSV AP Racing calipers, Bendix brake pads, custom billet brake brackets to suit car

### WHEELS/TYRES:

20x8.5in front and 20x10in rear Show Wheels V Rod wheels, 225/30 front and 285/35 rear tyres

### BODYWORK:

Custom teal respray, minutubs

### INTERIOR:

Full custom re-trim in leather including seats, dash, console and door trims, Momo steering wheel, VL Walkinshaw seats front, modified standard rear seat, custom headlining, Auto Meter gauges, Kenwood DVD player





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# CLUB DAYS

PICS: SHAWN MCCANN

FOR VN SS LOVERS THE  
SIGHT OF THIS CRUISE  
MIGHT HAVE BEEN TOO  
MUCH TO TAKE



**V**NSS Club began as a forum for the VN SS enthusiast. There were the usual cruises and meet-ups going on, primarily in Melbourne, but since the club's inception in 2007 it has grown to include a 3000-plus member forum with an active social media following and regular meet-ups in capital cities all around Australia. VNSS Club recently held its

third annual cruise. Beginning in at BP Outbound Scoresby, they had their highest attendance yet with 50 of the model in attendance. The national cruise attracts members Australia-wide, from SA to QLD and NSW, plus active members/contributors as far as New Zealand.

The cruise itself went to Kilcunda Hotel, where participants took the opportunity to take plenty of pictures and enjoy the great food and view,

and of course the cars. Then the much anticipated raffle commenced which included painted rocker covers, a set of genuine fog lights and a sticker kit that was donated by Stickthis Decals. There was also a trophy presentation.

**BEST RED:** John (Johnny) Schembri - R3DRUM from Melbourne  
**PEOPLES CHOICE:** John (Johnny) Schembri

**BEST ENGINEERED:** Claydo Laurence - PSI355 from Queensland

**BEST WHITE:** Lloyd Osterly - GM91SS from Sydney  
**BEST ATLAS GREY:** Matthew Eaves - 52331-H from Melbourne

**RUNNER-UP ATLAS:** Graeme Waddingham - AVN355 from Melbourne

**2ND RUNNER-UP ATLAS:** Matt Priestly - 1TUF5LT from Melbourne  
**INTERSTATE TRAVELLERS**

**INCLUDED:** Claydo Laurence, Jeremy Bain, Ben Bax, and Lloyd Osterly. **SC**











**THE CRUISE ITSELF WENT TO KILCUNDA HOTEL, WHERE PARTICIPANTS TOOK THE OPPORTUNITY TO TAKE PLENTY OF PICTURES AND ENJOY THE GREAT FOOD AND VIEW**



















## GET IN TOUCH

The club is looking forward to holding the fourth annual nationals cruise in 2016. Follow them on social media or the forum to be kept in the loop as a date will be announced shortly. Special mention to the forum moderators for all their hard work at putting on a fantastic event; Claydo Laurence, Jeremy Bain, Graeme Waddingham and Ben Bax.

VNSS Club forum: <http://vnssclub.com> or via Tapatalk vnssclub  
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# JEKYLL AND HYDE

THE TRANSFORMATION OF TODD ARNOLD'S  
VY SS, IN HIS OWN WORDS, HAS BEEN A  
JEKYLL AND HYDE SCENARIO EXCEPT  
LESS MURDEROUS AND DESTRUCTIVE!  
STORY BY BEN HOSKING PICS BY RALF SCHUBERT











e get a few comments and suggestions about engine diversity

here at Street Commodores. Most of the time you can tell it boils down to the commenter's loyalty or preferred engine/model than to any real lop-sided coverage on our part. However, one recent criticism we encountered was that there were far too many LS-powered cars lately. "It's all LS1-2-3 through 6 and if the cars didn't come with one, they've been transplanted".

Well, without going back and counting, they're probably right – but with very good reason: the LS-series of engines is like the injected 5L was when it first hit the scene in the late 1980s with the VN. All of a sudden 'retrotech' was born and conversions were happening everywhere. Perhaps the biggest difference this time around is that the LS-series just boasts so much power-making potential and West Australian Todd Arnold's series-II VY SS is an excellent example of that.

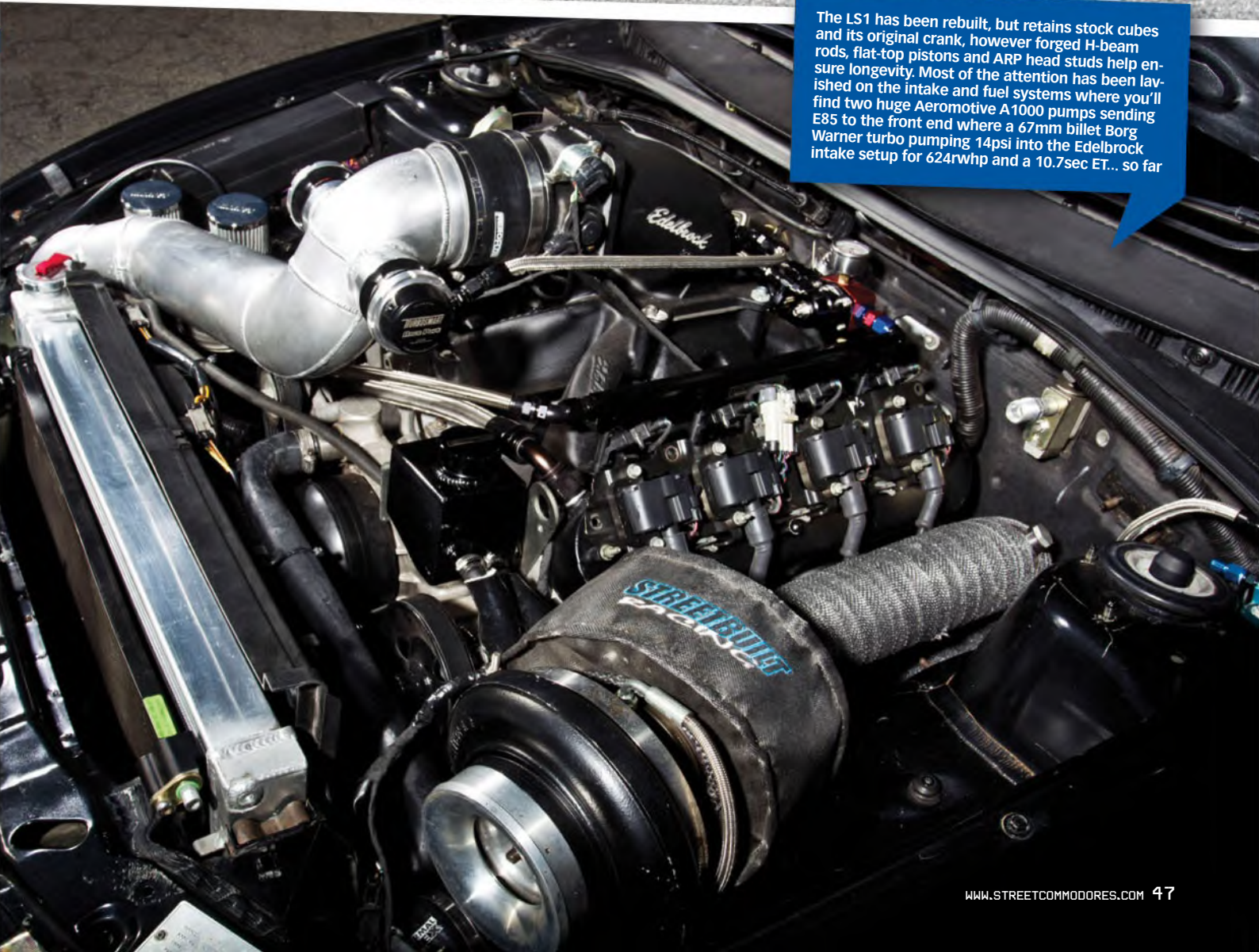
Todd bought the VY from one of the guys at West Coast Smash Repairs, who'd already repainted the car in its original Phantom mica – so it was sitting pretty and ready to do some cruising. "I originally purchased the SS as a daily after pushing two conrods out the side of the block on my VZ Maloo," Todd







10SEC TURBO VY SS



The LS1 has been rebuilt, but retains stock cubes and its original crank, however forged H-beam rods, flat-top pistons and ARP head studs help ensure longevity. Most of the attention has been lavished on the intake and fuel systems where you'll find two huge Aeromotive A1000 pumps sending E85 to the front end where a 67mm billet Borg Warner turbo pumping 14psi into the Edelbrock intake setup for 624rwhp and a 10.7sec ET... so far



says. "I planned to keep it stock, but that lasted about a week before I removed the rear spoiler, fit SL and SSL springs and bolted on some cheap china-chrome 20s. I drove the vehicle like this for a year with no desire to modify it anymore, as I had started building as LS1 for a VK project car I had."

Indeed, Todd, clearly pretty handy with the tools, began bolting together a fresh LS1 in his parent's shed, but before long, he'd found a buyer for the VK shell leaving him with a new engine but nothing to bolt it into. You can guess what happened next.

"After spending many hours in the shed, and turning my parents' laundry sink from a beautiful white into more of a dark grey/black hybrid, the engine was complete," he says. "With a few teething problems sorted by some friends it made 386rwhp, naturally aspirated."

"I kept it N/A and I had little to no desire to enter the realm of forced induction. With a 6in filter through the bonnet and a TH350, Sunday coastal cruises were moderately enjoyable."

But, as we hear so many times here at Street Commodores, it

wasn't long before the healthy 380rwhp combo grew a little wearisome and Todd found himself yearning for more – much more. "The initial stages of having a custom turbo kit designed and fabricated proved quite difficult (also mentally draining)," Todd says, "as my desire for the car was to keep the air conditioning and all the luxury features, but that clashed with the custom style manifolds."

After months of not having the car to cruise in due to it being in bits and pieces, Todd decided to take the car to the crew at Streetbuilt Racing where they quickly took to the project, ordering an ASE turbo kit and stripping out any unnecessary hardware in preparation. "In total, the turbo setup and fuel system took over 14 months, with certain highs and lows along the way," he says.

Let's take a closer look at the combo and what helps it make 624rwhp on E85 and just 14psi. First off, as we began our story, the home-built LS1 was already making almost 400rwhp without the turbo kit and no serious internal modifications – no extra cubes, no extra compression, no head work.



67mm billet Borg Warner S400 turbo pumps 14psi into the relatively mild LS1

**"THE FIRST DRIVE WAS ONE OF THE MOST EXHILARATING EXPERIENCES I'VE HAD," HE SAYS. "IT'S A NEW CAR, A JEKYLL AND HYDE SCENARIO"**







Being a nice, clean anthracite leather job, Todd hasn't rushed to modify the interior of his SS and the only mods you'll see in here (at least until he gets sent home to put a cage in it) is a B&M shifter and eBoost 2



In the interests of longevity, there are forged H-beam rods and forged pistons and the factory heads are held in place by ARP studs, but the majority of the mumbo comes from external influences – save for a big hydraulic roller cam and upgraded valvetrain gear.

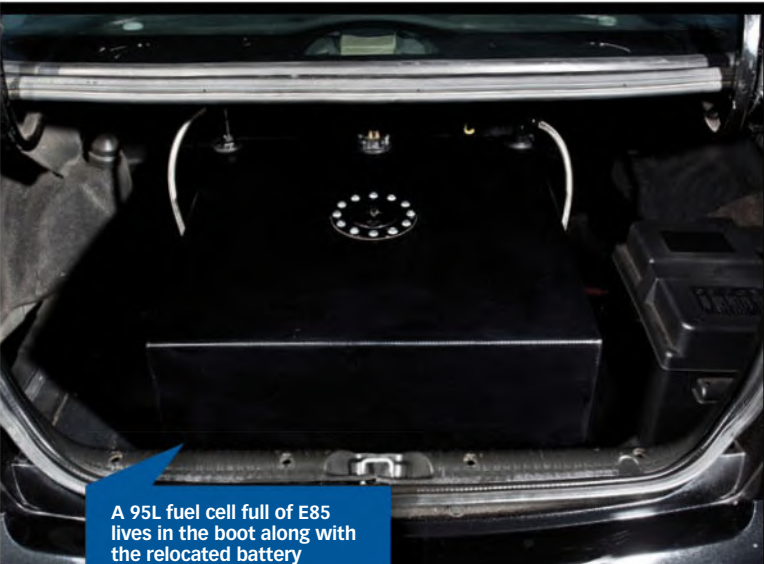
The most obvious is the billet 67mm Borg Warner turbo that's pumping 14psi into the Edelbrock intake setup that features a Super Victor single-plane manifold and 90mm throttle. Fuel wise, there are two Aeromotive A1000 pumps out back drinking E85 from a 95L fuel cell and feeding it into the engine via dash-10 lines and 1000cc injectors. The combo retains the factory ECU and coils.

Let's see you get these kinds of numbers from a Holden 5L with the same amount of work.

Being a fresh build, track time has been limited. However, Todd has run a best of 10.7sec @ 130mph so far and we reckon it won't be long before the numbers get smaller. "The first drive was one of the most exhilarating experiences I've had," he says. "It's a new car, a Jekyll and Hyde scenario."

"Off boost it's comparable to a run-of-the-mill cammed LS1 – rough idle, aggressive note and a slow humming from the firing of all cylinders. The sound is enough to relax most people with oil





A 95L fuel cell full of E85 lives in the boot along with the relocated battery

and passion in their veins," Todd continues. "On boost the torque is evident with butt imprints into the leather seats, and horsepower carrying it through with speed once the tyres gain traction. The sound of the screamer pipe evacuating the wasted gases brings shakes to the knees."

Todd isn't quite finished with the VY just yet. While he says if

he had his time again he'd turn his attention toward a "steel bumper US muscle car", he still plans to fit a bigger turbo and aftermarket heads to the LS1, whilst retaining the factory cubes. "There were moments when I wanted to just sell the car and move on, but the team at Streetbuilt wouldn't let me and pushed me through til' the end." We're glad they did! **SC**

## NITTY-GRITTY

### OWNER:

Todd Arnold

### MODEL:

2004 VY SS II

### BODYWORK:

Reverse-cowl scoop, alloy wing

### COLOUR:

Phantom, matte roof

### BLOCK:

LS1

### ENGINE MODS:

Prepped block, Manley forged H-beam rods, Mahle forged flat-top pistons and rings (10.8:1 comp'), Clevite bearings, Manley double valve springs, sheet metal rocker covers, dash-10 breather lines, Moroso catch cans, ARP head studs, Thunder Racing-spec Comp Cams hydraulic roller (0.610/0.615in lift, 242/248° duration, 110° LSA), Howards tie-bar lifters, Trend chromoly pushrods, Howards 1.7:1 roller rockers, Rollmaster double-row timing chain, Moroso high-volume oil pump, 4-core VZ alloy radiator, 2- per cent under driven pulleys, Edelbrock Super Victor 4150 intake, 90mm Edelbrock throttle, Borg Warner \$400 67mm billet turbo (14psi), 2x A1000 Aeromotive pumps (E85), Aeromotive reg', 2x 100-micron Aeromotive fuel filters, 10-micron Aeromotive filter, 95L fuel cell, dash-10 fuel lines, 1000cc injectors, 2x 50mm Turbosmart BOVs, Turbosmart wastegate, 4in intercooler, custom intake piping

### POWER:

624rwhp (465rkw), 10.7sec @ 130mph

### EXHAUST:

ASE turbo manifolds, twin-into-single stainless 3.5in system (turbo back), screamer pipe

### GEARBOX:

T400, 4500rpm All-Fast stall, reverse-pattern valve body, transbrake, modified driveshaft

### DIFF:

3.07:1 final drive, LSD, VT 4-bolt flange

### BRAKES:

Factory

### SUSPENSION:

King springs, FE2 shocks and struts

### WHEELS/TYRES:

15in Weld rims (4in front, 8in rear), ET Street rear tyres

### INTERIOR:

B&M shifter, eBoost 2

### STEREO:

Factory

### BUILD PERIOD:

3 years

### COST:

\$45,000 approx.

### CONTACTS:

West Coast High Performance, Streetbuilt Racing, FED PSI, Final Drive Engineering, Alfa Motorsport, West Coast Smash Repairs, Unique Detailing, Rollin Industries, Joshua Lopreiato, Mark and Roni Arnold for their ever-continuing support, my wonderful girlfriend Tracy for accepting my passion, all my friends and family associated with the positive progression of the build

## THE COMBO MAKES 624RWHP ON E85 AND JUST 14PSI





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# THE CORRUPTOR

STORY: JASON ROUND PICS: ERIC TANG

LOCK UP YOUR DAUGHTERS, KRUPTN'S IN TOWN





**P**lasterer 27-year-old Clint Stevens is a man who has always had a mission. As you can see, it's an epic one, the kind of stop-start build that reads like a Grisham novel.

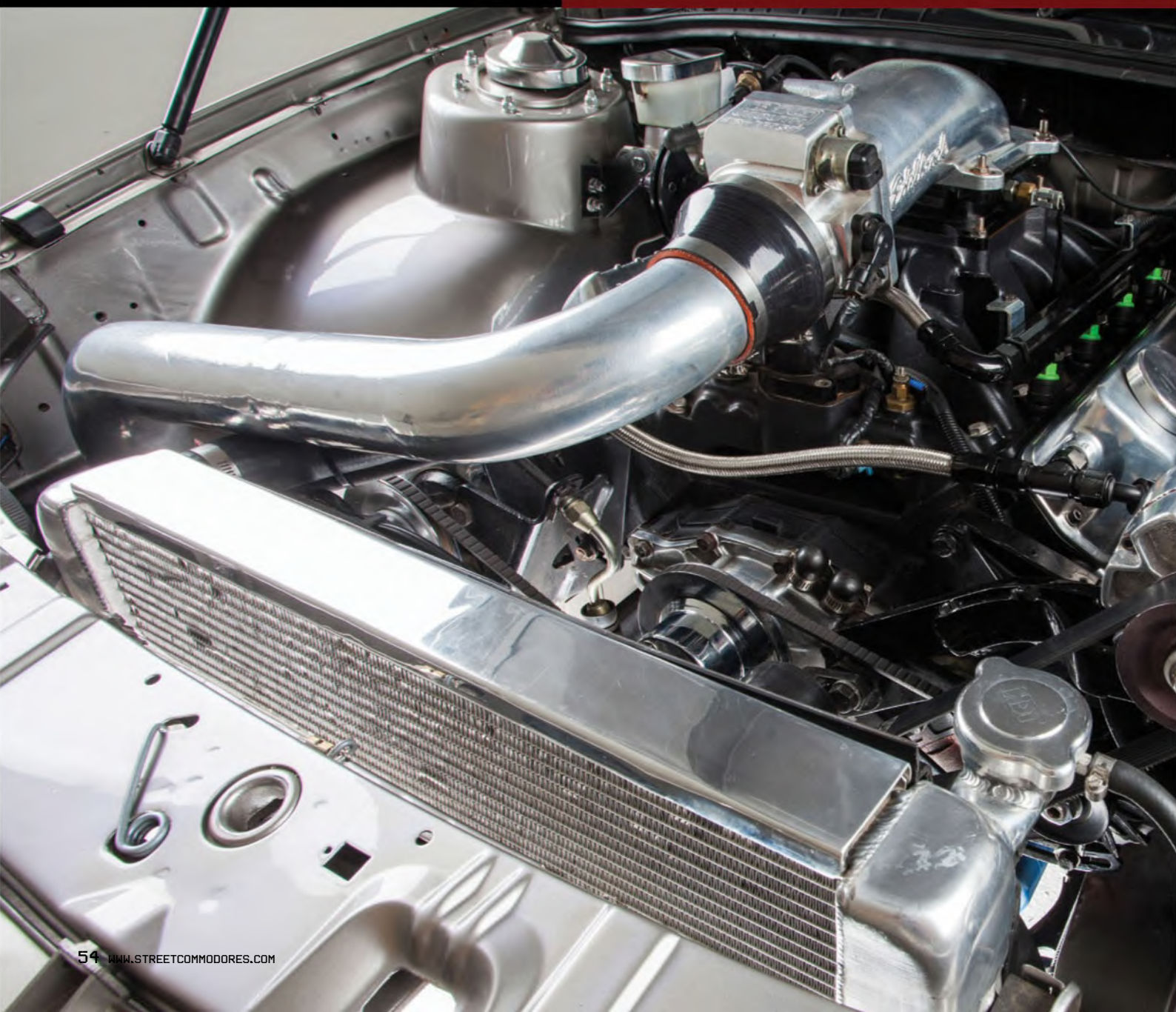
Says Clint, "I love the shape of the VS ute and I was also inspired by KRUPTA." He built the 1999 VS ute to be a tough street car. In his ownership for 15 years, it's been a long ride, but what matters is the end product. Spoiler: It's absolutely wicked.

"I bought the ute as a stock V6 manual in 2005. It had a set of wheels, a nudge bar and a few dents and scratches here and there. I was on my red P-plates back then and my old man wouldn't let me have a V8, so I settled for this with the dream of

one day getting an eight between the rails. I loved the ute KRUPTA and wanted to have something just as tough."

After having the ute for a few months, Clint was looking at getting it painted, so he went to his mate Patto's work and had a chat with his bosses Mick and Matt at W&G (now RYLESS Smash Repairs). It was soon booked in with a few new bits and bobs. Clint liked the standard colour, so it was just a matter of getting everything fixed and prep. One day Mick put forward the idea of putting a pearl over the top, with Clint over the moon about how it ended up coming out. The re-trim came next, but nothing "over the top", as this remained Clint's daily.

"My good mate Patto informed me his uncle had a fresh 5L sitting







There's a lot of detail you might miss at first, including the flamed roof-lining



KRUPTN UTE

## "JUST WHEN I THOUGHT EVERYTHING WAS GOING WELL, THE CONVERTOR BLEW TO BITS"



in the shed, so with no hesitation I went around and bought it and put it aside for a rainy day. The V6 copped a bit of a hard time and the clutch finally let go. This was the rainy day I'd been waiting for, so I went on the hunt for a gearbox. I sourced a T700 and in went the 5L."

The boys at Goulburn Battery Factory wired a few things up and soon it was cruising better than ever. It was off to Canberra for a Stage II shift kit and mini-spool. "Broke apprentice wages don't go far when building a car, so I was keen just to enjoy it."

Fast-forward a few years and the hunt for a blower was on. This led to a trip to Sydney for tuning the Haltech, but when Clint learned he couldn't run his current box with it, he sourced a new gearbox set-up. "A few other potholes and the car was running, but I was not happy with the money that was spent and the workmanship on the car. I put up with it for 12 months before my mate Brad from Brad's Auto Repairs talked me into a cam change, which turned into getting stroked to 355 while there was no engine in."

Clint thought he may as well do the bay while he was at it, so Patto was on the job again with a few late nights in the shed. Life commitments got in the way, but after a year everything was back together again, including many changes inside and a new exhaust courtesy of Chev at Liverpool Exhaust.

"After talking to a few people I decided to go a 1L surge tank that feeds into twin 044 pumps. My mate Cooky helped make up a tray to mount everything on, while my mate Glen helped out with a few other bits and pieces. After the abortion of a wiring job from the last workshop, I took the ute to Gentech in Canberra for them to sort it out. It made 485hp on its run-in tune.

"In Goulburn, the cops don't like anything other than stock, so with it not being engineered there was a lot of night and country road driving. Just when I thought everything was going well, the convertor





It's all engineered now, too, thanks to the reverse cowl above





**"I LOVE THE SHAPE OF THE VS UTE AND I WAS ALSO INSPIRED BY KRUPTA"**



blew to bits the night before I was taking it to a show." Unfortunately, metal had gone through the box, which is when the two-speed Powerglide went in. "What a change that made. It was a whole new car to drive."

But everything did need to squeeze under the bonnet if it was going to be engineered, so Clint's made Glen's dad Gary Bell took a standard VS bonnet and made a reverse cowl for it. Finally, engineered, it's now out and about doing exactly what those plates preach, and that's just the way we like it.

Clint's main advice to himself next time around would be not to do things twice. Coming soon here will be billets and a set of tubs





Thanks: "Kylees (W&G Smash Repairs, 0248214521), Brad's Auto Repairs (0413645072), Steve at United Motor Trimmers (0248211987), Rob at Comp Coat, Cam at Walled Up White Walls (0403285004), Gentech, Joe at Central Coast Performance Transmissions, mates who have helped, Kain for the cheap parts, Brad for the engine work, Jamie Patton

for the engine bay and other bits, Jason Cook for the fuel system and other bits, Payne Trevanron and Matt Cole for bodywork other than W&G, Glen and Garry Bell for everything they have done to get the car to where it is now, my dad, mum and girlfriend Daniell for being understanding with the build, Chris Degan for the cooler pipework **SC**

## NITTY-GRITTY

**ENGINE:** Holden 304 stroked to 355 eight-cylinder

**PERFORMANCE:** 485hp (run-in, E85)

**ENGINE HARDWARE:**

304 block, Scat crank and I-beam con-rods, SRP pistons and Hastings rings, Camtech camshaft, Crane pushrods and lifters, port and polished cylinder heads, Gold Crane 1.65 rockers and stainless valves, Crane valvesprings, ASR sump, JP high-volume oil pump, 44lb 440cc Bosch injectors, two Bosch 044 fuel pumps, PWR intercooler and radiator, CAPA side-mount supercharger, twin Ford AU themos, Haltech engine management system, Turbosmart boost controller, Hurricane exhaust system, Torquepower intake manifold

**DRIVETRAIN:**

Two-speed Powerglide, billet servos, fully manualised, TCE 3500-3800rpm

stall convertor, PWR cooler with fan, spool

**SUSPENSION/BRAKES:**

King Springs Superlows, Pedders shocks, Pedders swaybar rear, VT twin-piston calipers front with slotted rotors, slotted rotors rear

**WHEELS/TYRES:**

20in VE GTS Clubsport wheels, various tyres

**BODYWORK:**

Tungsten with blue pearl respray (PPG), VS SS front bar, hard cover infill panel on rear, reverse cowl bonnet 75mm

**INTERIOR:**

Bock Scheel seats front and rear, full re-trim in tan leather with custom flames on rooflining, SplitFire gauges, B&M Pro Ratchet shifter, SplitFire gauges, Speco steering wheel, flames on door pods, HSV symbol behind seats, Alpine head unit, front speakers



**"IN GOULBURN,  
THE COPS DON'T  
LIKE ANYTHING  
OTHER THAN  
STOCK"**



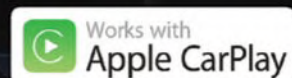


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# THE PROFESSIONAL

WORDS: JASON FOLINO PICS: SCOTT PADDY

WITH 600RWHP AND SOME OF THE BEST ENGINEERING IN THE BIZ, THIS AINT AMATEUR HOUR, FOLKS







**T**o become a pro at something, you've got to put in the time. Spray-painter Nic Cheah (29) knows this better than anyone given the hours he himself has poured into his 1985 VK Calais. Purchased in 2012 and completed in 2015, it's been a long haul. If you think a build this sails smoothly, think again... Says Nic, "The first time I got it tuned on a stock 5.7, we bent a rod. The first time I entered it into Motorvation, I fried the twin-plate

clutch, decided to ditch the six-speed and went with a Powerglide. After doing the auto conversion, the converter failed straight away. I was pretty much over it by the end, but my end goals were near, so I didn't let it stop me. I moved forward. Persistence is the key."

As for the hardest part of the build in Nic's opinion, it's the age-old enemy we all face – time. "It would have to be the time it takes to build your dream car. Even when funds are there at your disposal, building cars takes time and patience. You have to be passionate











about your project. I find that will help drive you to the end so you can enjoy it now rather than later."

If he could do it all again, Nic says he'd probably start with a one-owner car with an unmolested shell and go from there. That's not to say he hasn't enjoyed the ride of this build. In fact, there have been many upsides. "The friends/contacts I've made through the build and who have helped with the project is definitely what sticks out for me. Without the help, the car would not be what it is today."

"The build took roughly four years and I never took a break from it. It was really go-go-go just so I avoided changing my mind and redo-

ing things again and again - keeping up with the Joneses, so to speak. I stayed true to myself in my goals and how I pictured the finished product, and built it for myself. It is very easy to lose direction and let things go stale, but I kept my goals in arms reach. My most memorable moments would have to be firing it up for the first time, taking it for a spin and, of course, doing my first skid in it. You could not wipe the smile off my face. It was priceless."

Right now 14psi is pretty low in the boost game, so plans for the near future are to change some of the top end, get in a bigger turbo, bigger fuel system and crank it to 20psi-plus. Having already taken







**"PERSISTENCE IS THE KEY"**





# "YOU HAVE TO BE PASSIONATE ABOUT YOUR PROJECT"

out Best Undercarriage and Runner Up Best Sedan at Motorvation 28 2014, not to mention hitting the Top 10, more appearances are planned.

From the interior to the respray to the tubs, the work throughout the car is really A grade. This is a VK of the highest order and one that's loved by Commodore fans whenever it goes. Nic's pretty proud of the effort he's put in. The

only thing left to do now is to sit back in that Devonish seat and do away with tyres.

Thanks: "Grgich Performance, Leighton Panel and Paint, the boys - In no particular order Mills, Benno, Mitch, Mooz, Lance. Proshine, Trim Car, WA Performance, Promptow, Clear View Windscreens, Final Drive, SCM Race Engines, Paul at City Discount Tyres Myaree." **SC**



## NITTY-GRITTY

### ENGINE:

6L EFI (LQ9 iron block, LS1 heads) eight-cylinder

### PERFORMANCE:

500-600rwhp, 1200ft.lb, 10.3@129mph

### ENGINE HARWARE:

Block machined, bored, decked, chemically cleaned, blueprinted, balanced and crack-tested, TCI pressure plate, standard crankshaft 24-tooth reluctor, Manley rods, SRP pistons, steel rings, mains stud kit, Clevite mains and rod bearings, 241 standard LS1 heads, Lunati dual-valvespring kit, Noonan Racing valve covers, Comp Cams camshaft, Morel lifters, Trend 7,400 pushrods, ARP stud kit, double-row timing chain, Mellings oil pump, Meziere electric water pump, PWR cooling fan and radiator, standard LS6 inlet manifold, 87mm throttle-body, Garrett GT42 turbocharger at 14psi, LS3 coils, LS1 computer, twin Bosch 044 fuel pumps, Turbosmart fuel-pressure regulator, Aeromotive filter/s, stainless -8 fuel lines (E85), stainless Grgich Performance T4 turbo manifolds and custom 4in into

3.5in single exhaust system with Maganaflo hotdog

### DRIVETRAIN:

Sportsman BTE Powerglide, 1.80 straight cut gears, Allfast billet stall convertor (3800rpm), sheet-metal 9in diff (3.25)

### SUSPENSION/BRAKES:

Front coil-overs by Velocity Auto, rear QA1 single adjustable coil-overs, Macdonalds Bro four-link upper and lower tube arms, tubs by Grgich Performance, 296mm slotted and drilled rotors front and 286mm slotted and drilled rotors rear, VT calipers front and back, QFM brake pads

### BODYWORK:

Standard GM bodykit, burgundy over silver Standox 2K respray

### INTERIOR:

Custom leather and velour re-trim, Group A HDT remake steering wheel, VS Devonish seats front with Scheel headrests, VK Calais rear seat with Scheel headrests, beige velour headlining, Auto Meter gauges, custom dash, Pioneer head unit





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KWC 011 17-26"

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# JAIL BIRD

ITS TRUE. THIS KIND OF PERFECTION SHOULDN'T BE LEGAL









**Y**ou might say some cars are asking for it. Well, this VC has been on the local constabulary's radar for almost a decade now. Queensland's finest haven't exactly taken a liking to it in the past, but with the car's latest build that has all changed. It's not only more powerful overall, but now moderately legal, too.

Truck driver Lee Jenkinson (36) grabbed the VC in 1998 and wrapped up the most recent build

late last year. You'll notice that a lot remains the same, but in the engine bay and under the car are a range of new toys that would bring a smile to any fan's face. The turbo LS package is good for 580whp (E85) and nines in street trim, and that, my friends, is very, very quick.

Says Lee, "After my photo-shoot eight years ago my car has undergone a big transformation. I went for a drive in my mate's VK (OVK253), a 1000hp street-driven VK, and I had to have this set-up with an LS turbo.

"First the car went to Silky Fab to be full tubbed, with a shortened and braced 9in, 31-spline axles and Strange centre with the 19x13in Simmons. A new moly tailshaft was built to handle 1500hp. I was sick of the rebuilding the old Trimatic, so an unbreakable Turbo 400 was built by Geartorque to handle 2000hp. Hopefully there are no more box dramas.

"The engine is a stock Holden LS2 with rod bolts, head studs, big head gaskets and a small

custom grind Comp Cam. It's run 9.9@120mph at Willowbank rolling 100m due to the wrong diff gear choice. New diff gears should see early nines, maybe with more boost. The car has been tuned by Ben Hunt at Rotary Motorsport. Yes, a rotary tuner, but he's one of the best tuners in the business. The car is now a pleasure to drive."

At the moment the car only revs to 6000rpm, which is nice and safe just the way Lee wants it. Built by

**"NEW DIFF  
GEARS  
SHOULD SEE  
EARLY NINES"**



The Glasurit custom mix remains and still sizzles eyeballs in the sun





How's this for a fun box?











## "I WENT FOR A DRIVE IN MY MATE'S 1000HP STREET-DRIVEN VK, AND I HAD TO HAVE THIS SET-UP WITH AN LS TURBO"

Jason at CPE Engines, it's a dream. The 4.5in exhaust now splits to dual 3in with shotguns out the rear. You'd think it would blow eardrums out, but it's very quiet and manageable. "I can actually take my wife out on cruises now," laughs Lee. The paint and interior remain the same.

One thing that always grabs attention are those wheels. Everyone loves a true beaut set of Simmons, and these ones are top of the pile. The rears are 19x13in Simmons FR19 that leave little room in the full tubs. Rubber to squeeze onto them doesn't come cheap, as you would imagine, but that doesn't mean Lee is about to go light on the throttle either.

Red-on-red is always great in a VC old-schooler like this, but there's nothing old-school now about what's under the hood







**YOU'D THINK IT WOULD BLOW EARDRUMS OUT, BUT IT'S VERY QUIET AND MANAGEABLE. "I CAN ACTUALLY TAKE MY WIFE OUT ON CRUISES NOW"**

In all, it's come together a treat. "I'm so happy with how my car is under the bonnet now. It's quiet and best of all I get no attention from the QPS. That said, one QPS did say "beautiful car, but the rear wheels may be too wide." Hmm, you don't say...

Thanks: "Ben Hunt at Rotary Motorsport (3205 1133), Silky at Silky Fab (0490 238 209), Jason at CP Engines (0434 079 884), Fez for the trick paint, Kent and Dallas for helping along the way, boys from HiTorque, and a big thanks to my wife Sam for letting me spend all our cash on my pride and job again." **SC**



## NITTY-GRITTY

### ENGINE:

6L LS2 eight-cylinder

### PERFORMANCE:

580whp (E85), 9.9@120mph

### ENGINE HARDWARE:

Four-bolt mains, ARP mains stud kit, Comp Cam custom turbo grind camshaft, Haltech PS2000 engine management system, CNC Billet Inc manifold, eight 2000cc injectors, Garrett GTX47 at 9psi, single 4.5in exhaust system split at the diff into twin 3in, Monster head gaskets, Plazmaman intercooler, PWR radiator, custom intake and piping

### DRIVETRAIN:

Turbo 400 three-speed, The Converter Shop 3200rpm stall converter, manualised valvebody, full race

box, full Strange moly one-piece driveshaft, braced 9in, 31-spline Strange centre (3.25), full spool

### SUSPENSION:

Pedders coil-overs and swaybar front, QA1 coil-overs rear with Pedders swaybar, factory SL/E brakes

### WHEELS/TYRES:

19x8in front and 19x13in rear Simmons FR19 wheels, 245/30 front and 325/25 rear Nitto Invo semi-slicks

### BODYWORK:

Glasurit custom mix in two-pack

### INTERIOR:

Haltech dash, Auto Meter tacho, oil, water and boost gauges, TRS harness, wooden steering wheel, custom console, ratchet shifter







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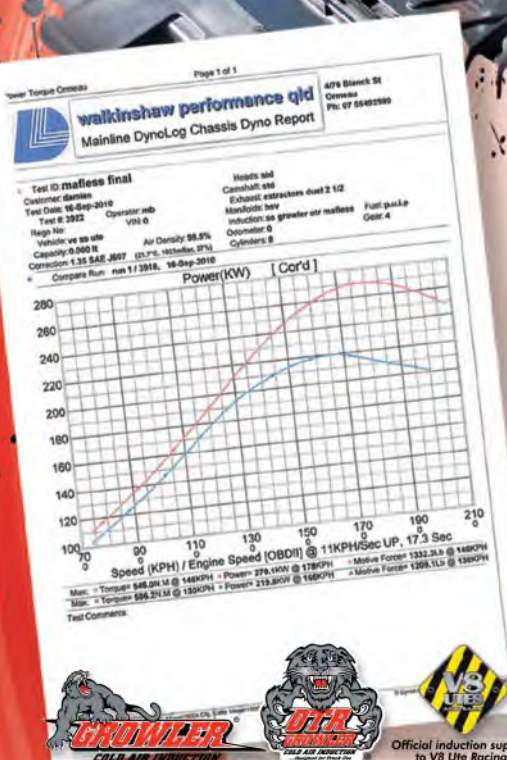


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# POWER PACKS

GRAB A FEW EXTRA HORSEPOWER AND A SMOOTHER RUNNING V6 FOR ONLY A FEW EXTRA BUCKS

STORY AND PICS BY  
HOSKINGINDUSTRIES.COM.AU

**A**s we mentioned in our extensive ignition special feature back in issue 186, the humble ignition coil does some pretty magical things, like converting a comparatively tiny voltage into something capable of blowing a hole in your chest. Even though the factory coil packs that are found on all series-II and Ecotec V6s are pretty capable units, there are still improvements to be had.

If you're running a series-I V6, as found in the original VNs, you could also be dealing with heat damage. While the series-II factory units will fit everything from the VN series-I right through to the last of the VYs, for only a handful of dollars more than the price of a new set of factory OE coil packs, you can buy a set of high-performance MSD units.

MSD say their coil packs provide a stronger spark, which can mean less chance of a misfire situation under load or in high-compression or forced induction applications where the spark may run the risk of being blown out or not properly igniting the air/fuel mixture. Sounds like cheap insurance.

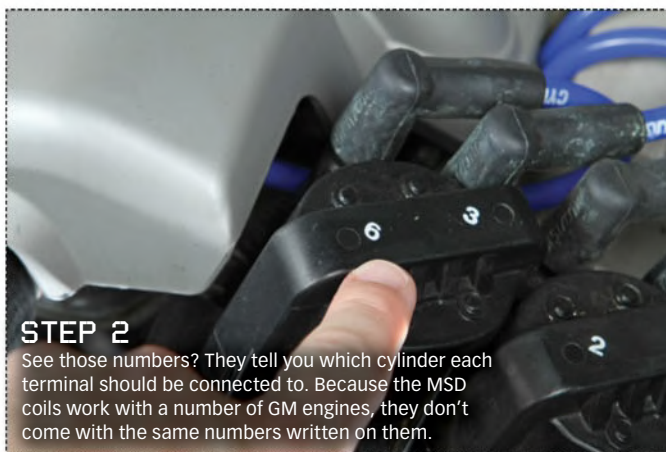
Many moons ago our very own fabled V6 Vengeance swapped to a set of the original MSD coils and earned itself an extra few horsepower, as well as a smoother-running engine. With Project BA51CS suffering from a slightly rough idle and having swapped a few of the sensors we thought might have been causing the problem, we thought we'd try a set of the newer MSD coils and see if they tidied things up. They did.

Follow along as we do the swap and show you just how easy it is to replace your coil packs. All you need is a 7/32in socket and a black texta! **SC**



## STEP 1

Here are the factory coils: providing the spark to two cylinders per coil, as marked on the top ridge. Don't go removing all three coils right away. Just be patient.



## STEP 2

See those numbers? They tell you which cylinder each terminal should be connected to. Because the MSD coils work with a number of GM engines, they don't come with the same numbers written on them.



## STEP 3

Pull the first two leads off of their terminals. If your leads don't have the cylinder number already written on them, now would be a good time to write the corresponding cylinder number on with a permanent marker.

## STEP 4

Grab your 7/32in socket and undo the two fasteners holding the first coil pack down. You'll usually find it doesn't take a lot of effort to get them going. Remember this when it comes time to tightening them down again.



## STEP 5

As you can see, the new shape MSD coils are practically identical to the OE version, except their casting is of a higher quality and they're red.







### STEP 6

We wrote the cylinder numbers at the base of each terminal post. This way you won't have to look at ugly hand-written numbers every time you pop the bonnet. As you can see from the inset, it's all clean on the front.



### STEP 7

This little terminal is mounted at the front of where each coil pack sits. The tabs slide into the corresponding slots in the base of the coil pack and only gentle pressure should be applied when pushing the new coil into place.



### STEP 8

You can even get the coil pack on the far right out and replace it with the new MSD coil without having to remove anything else from your engine bay. So far we've done this type of modification in VNs right through to VS, but we can't confirm it'll be the same for VT-VYs. If the intake pipe gets in the way, just grab a flat-blade screwdriver and undo the clamp holding the piping in place.



### STEP 9

This is what you should see once you're done (except perhaps, for the horrid combination of blue spark leads and red coils. We'll have to fix that quick smart!). It shouldn't take more than 30 minutes to complete, will only take one tool and provide a smoother running engine. Too good!



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# HOME BREWED

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For digital images, ensure that they are all supplied in high res, not compressed and at least 1 megabyte in size before emailing them off to [homebrewed@streetcommodores.com](mailto:homebrewed@streetcommodores.com). If you're not sure what all that means, ask someone from the younger generation!



## KILLER KIWI

New Zealand reader Shane Nicholson sent in a photo of his beloved 1999 VT series-1. He says it's a high-km daily, but he's slowly doing it up, including a highly detailed resto on his engine bay and rebuilding a fresh 304ci injected motor with nary a single nut, bolt or washer left untouched. A big fan of the old Holden V8, he'd love to see more featured in *Street Commodores* and hopes that by showing you his, you all may show him yours. Consider it a challenge!

## RACE TO THE FINISH

Jamie Kuiters loves early examples from the HSV stable. He's got two of them at present, including this pristine SV5000 that he bought as a "raped rolling shell" in late 2013. Giving himself no time at all, he paid his Summer-nats entry fees on both his completed VL Group A mockup AND his then-rolling shell of a VN. Through endless searching, he found genuine trim on eBay and also managed to find an original engine, too. Things moved steadily through mod of 2014 until late in the year when he prepped the body for paint and even painted it himself ("not too bad for a mechanic, I think", he says). Ultimately, a Christmas spent painting and reassembling got him to the Nats and the result looks awesome.







## HOLY CRAP!

Kris Winterfield's VX SS is just about SS in name only. Most of the car has been radically chopped and changed to create this Franken-machine of epic proportions, including a big set of wheel tubs and custom fabricated rear floor pan, chassis strengthening and suspension mods. Up front, the more obvious mods include outrageous 8/71-blown LS with a Big and Ugly injector hat that surely makes light work of those monstrous rear hoops.



## BABY GOT BACK

Grant tells us he's just completed a 355ci stroker build for his 1988 VL with a "stage-4" cam and internals, custom twin throttle intake, Haltech Platinum Sport ECU, 5-speed and narrowed 9in with 4.11:1 gears. It's got "genuine low kms" and looks tough in its Walkinshaw body kit. In his garage for some six years, there isn't a part of the car that has escaped his attention and you'll find detail everywhere, making it one very sexy baby.



## PHOENIX RISING

Victorian Luke Herezo lost his last car – a VS HSV Clubsport – to a thief who then took it on a police chase. The subsequent crash meant he was left to look for a new set of wheels, which is when he found this 2001 VX Clubsport. Five years on and Luke has truly made it his own, with Higgins ported heads, a FAST intake manifold and fuel rails, twin-plate clutch and 3.9:1 gears out back for a very healthy 305.7rwkW. Nice to know good things can come from shitty situations

## CONDITIONS OF ENTRY

Information on how to enter forms part of the conditions of entry. The competition is open to Australian residents only. Employees of Express Publications Pty Limited ACN 057 807 904 ("Express") and their subsidiaries and families are not eligible to enter. The prize is not transferable or exchangeable for cash. The competition commences 10/07/2014 and closes last mail 06/08/2014. The winner will be chosen at 2 Silverwater Road, Silverwater NSW 2128 at 4pm on 08/08/2014 after the competition ends. There will be 1 winner. If the winner is not present when chosen they will be notified by phone and mail. The winner will be decided by a panel appointed by Street Commodes Magazine. The judges' decision is final and no correspondence will be entered into. This competition is a game of skill and chance plays no part in determining the winners. All entries will be judged individually on their merits based on creativity and originality. The total prize value is worth approximately \$120.00. The prize value is subject to change after printing. The promoter is Express Publications Pty Limited, 2 Stanley Street, Silverwater NSW 2128 (02) 9741 3800. Express will pay for the delivery costs of the prize to the winner and deliver the prize to the winner. Express will not pay for any other costs associated with the prize. Entry forms submitted will not be returned to the entrants. By entering the competition you consent to Express reproducing and publishing in whole or part throughout the world your statement which you provided to us on the entry form which we may use in all media formats including print, electronic or any other publishing medium. All entrants' contact details may be used for promotional purposes by Express. Our privacy policy can be found at [www.expresspublications.com.au/privacy/](http://www.expresspublications.com.au/privacy/).



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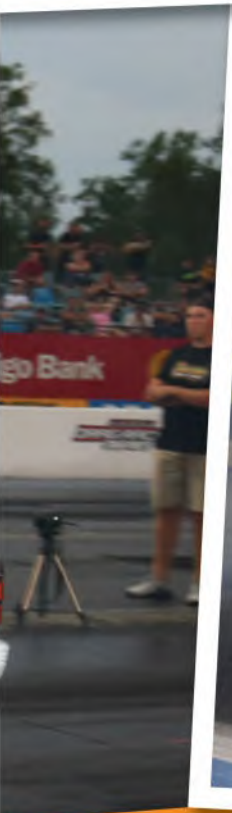
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PICS: DANIEL WARD WORDS: JASON ROUND





recall the time a good friend of mine was over here in Sydney from Japan. His first time in Australia, he was gobsmacked the first time he saw a ute. "What is that?" he questioned. "Why that's a Holden ute," I informed him, "a utility." I could see the possibilities that were streaming into his head, all that room in the back for track tyres and odd bits and bobs, the lack of weight for potential skids over the bum. A little further on in his trip, a Maloo popped up around a corner and said mate was blown away. Again he asked, "What is that?", but this time I replied, "That, my friend, is the king of utes."

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Arrin Irvine (46), a concreter by trade, is the owner. The ute was purchased for \$74,000, another \$30,000 of which was spent on modifications, making this a six-figure build. You can buy a lot for a hundred grand, but the kind of fun you can have in this thing is priceless.

The 2012 Maloo already came well provisioned from the factory. You got the plush leather sport interior with figure-hugging buckets, big f\*ck off HSV brakes, revised suspension and



Have you ever seen a tougher ute than this? Yep, didn't think so







The team got it right in here from the factory, so Arrin saw no need to go messing with God's creation



**THIS MALOO IS THE LAST  
THING YOU'D WANT TO MEET  
DOWN A DARK ALLEY**

that beautiful warm eight that sings like a black angel. Really, most owners would be happy leaving things as-is. After all, there is little room for improvement, but nonetheless, our man Arrin managed to find it and what he's managed to put together here is nothing short of a gen-u-ine jaw-dropper.

It starts with the custom burgundy/maroon respray in two-pack. It would be easy to go truly overboard with a custom colour, such as the Tutti Frutti-type candies that are all the rage, but this colour is much better, remaining colourful enough to set this Maloo apart without tossing it into the OTT bin.

With the colour laid down, suitable rollers have to be spun up to match. They also had to show off the dinner plates and matching HSV clampers below, so these spokey 20x10s do the job perfectly. Made by Asanti, they're not cheap, but damn do they give the outer appearance a stance like no other. Forget a pack of thieves. This Maloo is the last thing you'd want to meet down a dark alley.

The aggressive bodywork of the Maloo makes everything work, but key to the look is getting the car suitably low enough. That's the job of K-Sport coil-overs dropped 60mm for a ute that's low but not low enough to cause handling issues. It'll still stop on a dime. It will still gobble up corners or kick out the back when desired. Every mod has been made simply to improve overall looks and performance.

And then we come to the main event, the LS monster that lurks below. Mods are simple, but they still manage to push the eight to almost 500whp. The only internal upgrade is the VCM camshaft, dialled for a delightful idle through the four-into-one Pacemakers and out the 3in custom exhaust. It's the sound of the gods them-



## LOOKING LIKE A CROSS BETWEEN IRON MAN AND A NUCLEAR CORE, IT'S AN ENGINE BAY THAT'S JUST AS SERIOUS AS THE REST OF THE CAR

The engine's mostly internally standard, but bolt-ons help push it to near-on 500rwhp

selves congregating. Everything else remains bolt-on, including fuel rails, covers, FAST LSX manifold and OTR. Looking like a cross between Iron Man and a nuclear core, it's an engine bay that's just as serious as the rest of the car with the numbers to match.

So, can you improve upon perfection? After checking out Arrin's ute, we're quite sure you know the answer to that one too.

Thanks: "Zee at Stylish Wheels (1300 494 335), Zach at The Car Spa (0404 892 772)" **SC**



### NITTY-GRITTY

#### ENGINE:

LS eight-cylinder

#### PERFORMANCE:

437rwhp

#### ENGINE HARDWARE:

VCM camshaft (288/294deg, 114), FAST LSX manifold, four-into-one Pacemaker extractors, 3in mild-steel custom straight-through exhaust system with high-flow cat, over-the-radiator intake, custom fuel rails and billet throttlebody

#### DRIVETRAIN:

Six-speed manual, twin-plate clutch

#### BRAKES/SUSPENSION:

K-Sport coil-overs lowered 60mm, standard brakes

#### WHEELS/TYRES:

20x10in Asanti wheels, 245/35 tyres (Achilles)

#### BODYWORK:

Maroon/Burgundy custom respray in two-pack

#### INTERIOR:

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